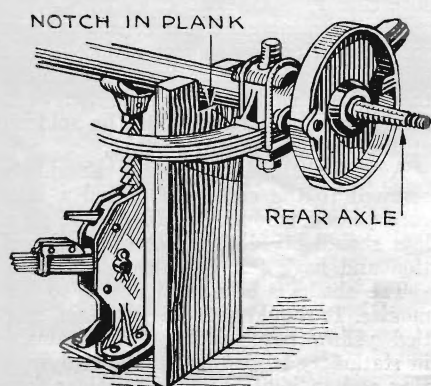


Timely Hints for Car Mechanics

Locking Brace for Brake Pedal

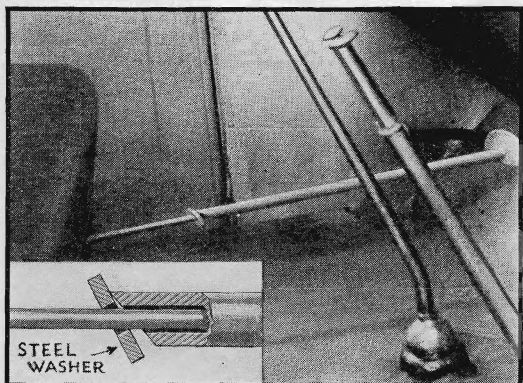
WHEN one wheel has been removed for repairs, a car can't slip off the jack if the simple auxiliary support illustrated below is placed beneath the axle. This support consists of a length of heavy plank or two by four notched at its upper end to receive the axle. The length of the support is determined by the distance from the ground to the axle when the wheel runs free.



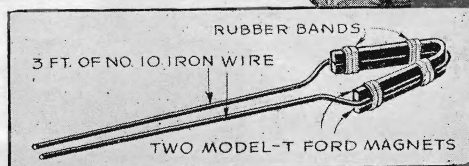
A heavy piece of plank with a notch cut in the end makes a safety support when wheel is off

Brake Pedal Brace

AN ADJUSTABLE, self-locking brace made from a piece of one-half-inch-diameter steel rod, a length of seven-eighths-inch diameter steel pipe, and a hardened washer makes it a simple matter to hold the brake pedal in any desired position while adjustments are made to the brake rods or drums. A fourteen-inch rod and a twelve inch long pipe have been found suitable for the average car. In use, the brake pedal is pushed down and the square end of the pipe rested against the top of the pedal. The steel rod is then pulled out until its upper end rests against the base of the driver's seat and the washer is pressed against the angle at the end of the pipe.

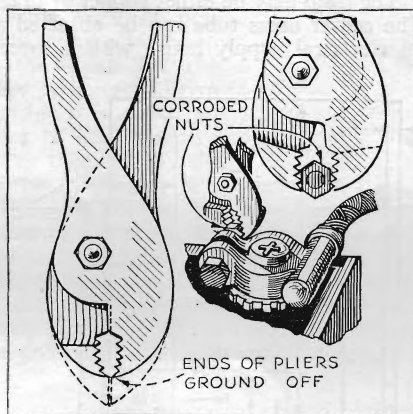


Self-locking brace to hold brake pedal during adjustment is made of steel rod, pipe, and washer



Using Old Magnets

TWO discarded Ford magnets, supplied with wire pole extensions in the manner illustrated, form a valuable tool for retrieving small parts that drop into hard-to-get-at places around a motor. The magnetized extensions can be slipped into small openings without difficulty. A better job can be had by binding the extensions to the magnets with copper wire and by supplying an iron keeper to be placed across extensions when the magnet is not in use.



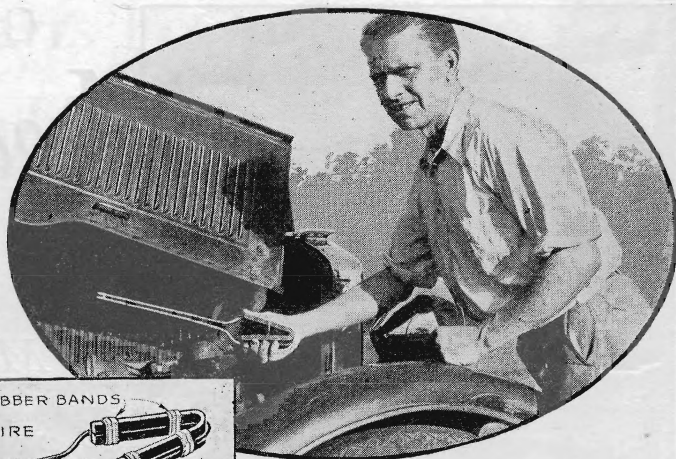
Grinding the ends of plier jaws to sharp curve permits use on corroded cable clamp

Better Pliers

PLIERS used to adjust storage battery cable clamps that have become corroded can be greatly improved by grinding the ends of the jaws to a sharp curve as shown above. Altered in this manner, they can be forced down over the nuts with little difficulty and the teeth will get a good grip.

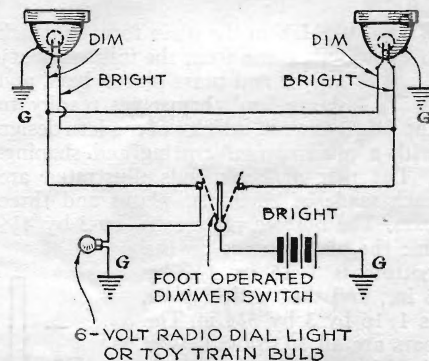
A Dimmer Guide

WHEN driving an automobile equipped with a foot-operated dimmer switch, it is often difficult, especially when a car is approaching you, to determine whether the headlights are bright or dim. A good plan is to place a small flash-



Two old magnets from a Ford fitted with extensions, as shown at left, can be used to pick up small parts dropped into inaccessible places around the motor as illustrated above

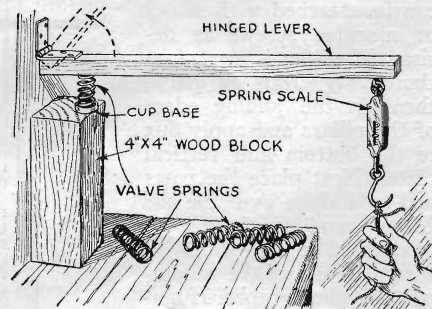
light bulb of the five-cell type under the dashboard and connect it from the dimmer side of the circuit to the ground. When the switch is on the dimmer side, the lighted flashlight bulb will tell the driver at a glance that his headlights are dimmed and not blinding approaching drivers.



Tiny bulb placed under the dashboard can be connected to show if lights are dim or bright

Testing Valve Springs

RELATIVE strength of valve springs can be determined by means of a simple compressing lever and a small spring balance. The lever is hinged to a wall above a stationary block. A small spring balance is attached to the outer end of the lever. To test a spring, place it on the stationary block, pull the lower end of the balance until the valve spring is compressed to almost its fullest amount, and then note the scale reading. Any valve spring whose scale reading varies greatly from the average of the set should be discarded and replaced with a new one.



Relative strength of valve springs can be ascertained with lever and balance as shown